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methods of administration, and with the conviction that the science of administration has been placed on a more substantial basis by the bibliographical and analytical summary herein presented.

University of Chicago.

LEONARD D. WHITE.

A SELECTION OF CASES ON THE LAW OF DOMESTIC RELATIONS AND PERSONS.

By Edwin H. Woodruff. Third edition. New York: Baker, Voorhis & Co. 1920. Pp. xviii, 753.

Dean Woodruff's excellent casebook, which has so well stood the test of time and use, now appears in a third edition, with changes which promise to make it even more valuable and usable than the earlier editions. It has always had one very marked advantage over other casebooks in its field, in that it embraced not only the subjects of the domestic relations (Parent and Child, and Husband and Wife, including Marriage and Divorce), but also the subjects of incapacity—Infancy, Coverture, Alienage, Insanity, and Intoxication, the latter three being generally omitted from casebooks purporting to cover this field. This advantage is retained in the third edition and the editor has added many cases (most of them fairly recent) which indicate the development of the law in the subjects within the scope of the work. The progress of society has been reflected in the law as to married women perhaps better than in any other field, and Dean Woodruff's collection of cases makes possible a very interesting and suggestive survey of the changes already brought about both by statute and by judicial interpretation, and of the possibility of still further change. In the present edition many ancient and obsolete phases of the law have been relegated to footnotes (perhaps more might safely have been done in this direction) and many notes have been added which contain references to articles in legal periodicals. On many questions (as, for instance, the right of one spouse to recover for loss of consortium caused by injury to the other spouse, and the right of an infant to recover consideration paid by him under a contract which he later disaffirms) the book, though primarily designed as a tool for teaching, actually presents a more complete and informative discussion than is found in most textbooks. Altogether, the present edition, even more than the earlier editions, is a most excellent basis for the study of a very important field of the law which is too often slighted and inadequately treated in our law schools.

EVANS HOLBROOK.

ALLIED SHIPPING CONTROL. By J. A. Salter. Carnegie Endowment for International Peace; Economic and Social History of the World War, British Series. Oxford: The Clarendon Press. 1921. Pp. xxiii, 377.

The war has furnished us with many experiments which may, if properly interpreted, yield valuable lessons for peace time. In a sense, war time experiences were involved in extraordinary complications. On the other hand, developments that would ordinarily have required years of slow evolution

were compressed into a brief period, and some of the petty difficulties of private interest were submerged or, at any rate, subordinated. In these respects the war period presented an unprecedented opportunity for experiment in national and international administration of economic affairs. It is of the greatest importance that the records of these experiments be faithfully and carefully recorded by competent observers and that any valid principles which they may yield should be gleaned from them. It is in this spirit that Mr. Salter has undertaken his discussion of Allied Shipping Control.

The author is admirably equipped for his task. During the early part of the war he was Director of Ship Requisitioning and in close touch with the control of England's shipping, and in the latter part of the war he was England's representative on the Allied Maritime Transport Council and secretary of that body and later chairman of the Allied Transport Executive. In spite of his close connection with the events of which he writes, he successfully avoids the bias of an apologist.

The main subject, that of the experience of England and later of the allies in controlling and allocating shipping, is prefaced by a remarkably clear and suggestive description of the forces which, in the normal peacetime working of our competitive system, distribute shipping among the various trades, supplying ships when, where and in the quantities needed. In an ordinary shortage of ships those products which are most in demand will be carried even though others have to be left behind, because the traders dealing in these products will be able to bid the highest rate for the service of the ships. The market for tramp vessels, and these constitute by far the largest part of the world's tonnage, furnishes one of the best examples of the operation of almost perfect competition. For some time after the outbreak of war the English Government was content to enter this competitive market and bid for ships. Only when this practice had led to extremely high rates and it was still impossible to get the necessary shipping services did the government adopt a plan of requisition. Even then the new and thorough policy of government control was approached with an extreme caution that is difficult for Americans to understand. After the English and other allies had definitely asserted the priority of government needs and the right of the government to direct all vessels under their control to the trades deemed most important for the successful prosecution of the war, it still remained to bring the shipping controllers of the several allies into one body for the formation of a common policy and for joint administration of their combined fleets. It was not until 1918 that the final step was taken in the formation of the Allied Maritime Transport Council.

In this organization we had a single international administrative body controlling employment of the largest part of the world's shipping services. At a time when the demands for ships for carrying provisions for the civil populations, raw materials for their industries, munitions, and soldiers were far in excess of the supply of ships for these services, at such a time a control of shipping meant a control indirectly of the industries and food supplies of a large part of the world.

There are many lessons to be drawn from this great experiment in international administration.

One lesson is that in time of crisis such as a great war the ordinary machinery of competition breaks down—not because of inefficiency of private business, but because the fundamental principle of distribution of goods upon which the competitive system operates is inconsistent with national purposes. This competitive principle is that goods shall be allocated between several possible classes of consumers or between alternative uses on the basis of the price bid for the goods by these several classes. This whole conception breaks down as soon as the interests of the nation or of allied nations as a group are given precedence over the interests of the individuals within the group.

Another conclusion is that it is impossible to compare the efficiency of government in war time with the efficiency of private business in peace time. Nevertheless, it is clear that the government, or several governments working together, can control, in a large way, world economic affairs with a fair degree of success, judging success by the attainment of their desired purposes.

Third, it is demonstrated that governments can successfully cooperate for the regular administration of international affairs. In the past most international dealings have been of a legislative, treaty making, or judicial nature. The work of food control and shipping control was executive and administrative in character. It is the opinion of the author that this more prosaic function of administration must play a relatively larger part in international affairs in the future.

Some conclusions concerning the technic of international administration are drawn. For one thing, the author is convinced of the importance of direct contact of the responsible authorities in the several national administrations. For example, in an international control of shipping the responsible ministers charged with shipping in the several countries should form themselves into an international administrative body. This body should decide upon policies. And the same principle of direct contact should apply to the experts who administer these policies; that is to say, it should be possible for them, in the conduct of their business, to communicate directly with corresponding experts of another country and not necessarily through the chiefs of their respective departments.

Considerable stress is laid upon the beneficial effect of such direct contact upon the several governments represented. "These officials in their own national departments represent the international point of view and in their international organization they must represent the national point of view." By this constant contact they will be able to harmonize the policies of their own governments with the requirements of effective international administration. At several points, however, the fact seems to be overlooked that in this country the department heads very often have little influence upon legislative policy.

The author looks forward to the time when a minister will feel called upon to explain and justify a tariff passed by his government to the satis-

faction of his colleagues on an international administrative body. No doubt great good would come from this constant contact between the minister of commerce of one country with corresponding officials of other countries.

It is apparent through much of the discussion that the author is writing with an eye to the possible application of his principles to such an organization as the League of Nations, and the principle of direct contact is in the final chapter definitely applied to the organization of the League. "If the League is to remain in contact with the realities of the life of the world, it must have its permanent roots in the administrations of the world."

The book is thoroughly worth reading, both as an authoritative contribution to the economic history of the war and for its lessons and suggestions in the field of international administration.

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C. E. GRIFFIN.

MODERN CONSTITUTIONAL DEVELOPMENT IN CHINA. By Harold Monk Vinake. Princeton: Princeton University Press. 1921. Pp. xi, 304.

The lack of an adequate treatment of the constitutional development of modern China has been long felt by the reading public. So far as the reviewer's knowledge goes, there were, before the appearance of the present work, only three books of its kind worth mentioning, viz., "A Survey of Constitutional Development in China," by Dr. Hawklings L. Yen, of Columbia University; "China's New Constitution and International Problems," by M. T. Z. Tyau, of London University," and "Modern China," by Dr. S. G. Chen, of Oxford University. Professor Vinake's book is particularly welcome as filling a timely need and as being the work of an unbiased and learned scholar.

The book under review treats of modern constitutional development in China from 1898 to 1918. It is but a very short period in the life of a nation, especially in that of China, which proudly claims to be the oldest on the globe. China, however, during the period specified has been undergoing more vicissitudes than she has had in the last fifty centuries. To quote the author's words, "From an oriental despotism to a limited monarchy; from monarchy to republicanism, and back to monarchy for a day before the restoration of the republic; from a parliamentary republic to a division into two states * * * such have been the political mutations in China during the past twenty years." A general survey of the political situation in China is unquestionably much to be desired, and Professor Vinake has fittingly performed the task.

The book, as indicated by the title, is historical rather than critical in nature. Yet it is not lacking in fair and just criticisms or comments throughout. The author's residence in China certainly helps him a great deal in understanding the currents and cross-currents of the country's politics, so often lamentably confused or misunderstood in books not written by native scholars.

"The hundred days reform" in 1898 marked a decided break with the